

# ATLANTIC FISHERMAN

Registered U. S. Patent Office

Vol. III.

JULY, 1922

No. 6



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## Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper". Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

## Atlantic Fisherman

A "FARM" JOURNAL FOR THE  
HARVESTERS OF THE SEA

JULY, 1922 VOL. III, No. 6

David O. Campbell.....Pres. and Treas.  
Frank Arnold.....Manager  
Arthur W. Brayley.....Editor

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To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN".

## A CAP'N SMITH MASTERPIECE



**E**ATHER Cap'n Carl Smith is getting to be almighty "near," or else he enters too intimately into the spirit of these here wet launchings with champagne and everything. How else are you going to account for his making one little filum do the work of two?

We wouldn't mind if he would confess his shortcomings. What riles us is his stubborn efforts to make us believe that the above picture was taken that way a-purpose. "When I was a-snappin' of the Puritan, I knew I'd cut about eight foot off her bow, which warn't any good, so I just turned the contraption about and took a shot at Cap'n Nash. Good picture of Nash, aint it? That isn't much of a stunt for one of us real photographers."

Now, how are you going to answer an explanation like that. Sure enough, turn the picture sideways and you see the Puritan on the stocks at Essex—and right in the only available white space is mighty good portrait of the popular Cap'n Nash. Can you beat it?

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## BACK COPIES WANTED

**J**UST before going to press each month we try to anticipate the number of additional copies of the FISHERMAN needed to take care of new subscribers who will want to begin with the new issue. Several of the months we have been way behind in our estimates. Consequently we have gone short of copies. Now, if any of you folks have fairly decent looking copies of the issues of September, October and November, 1921; or April and May, 1922, which you would be willing to dispose of, wrap them up, stick on postage at the rate of one cent for four ounces, address them to this office and we will pay you at the rate of ten cents for each copy of the issues wanted.

In doing so you will not only be helping us out of a serious predicament, but you will make it possible for us to comply with the request of several public libraries for complete files of the FISHERMAN.

## 89 OUT OF 96

**A**S an instance of the solid manner in which the ATLANTIC FISHERMAN is wedging its way into Atlantic fishing ports we ask you to consider the following figures.

Block Island is estimated to have a fishing population of 96. Our records show 89 paid subscribers on that island!

## THE SURFMAN

By BURT FRANKLIN JENNESS.

**T**HE surfman takes his dreary post  
To bide the night, while storm  
seas roar  
And charge against a rocky coast—  
Till fury spent, they flood the shore.  
He knows the signs of peril rife  
On such a sea—and ere the dread  
North Eastern gale has lived its life,  
He'll count its toll of shipwrecked  
dead.

His lantern bright and his rockets  
ready,  
He keeps his vigil the wild night  
through;  
His step is firm and his hand is steady,  
Though ghastly work is his to do.  
Beneath his low sou'wester's brim  
He sweeps the sea with anxious eye,  
And scans the dark for signals grim;  
A blazing rocket against the sky;  
A burning mast or a beacon light.  
His ear is bent for a siren's shriek,  
And through the void of sea and night,  
He harkens for a ship to speak.  
His being shrinks from the cold with-  
out,  
But stout must be the heart within—  
For swift is the foe that he would  
roun,  
And fierce the battle that he must  
win.

His oilskins shed the beating storm,  
But little he knows of mirth and song.  
With coursing blood to keep him  
warm—  
But none to cheer—he swings along  
And dreams, perhaps, of the revelry  
And scenes afar from his lonely strand—  
But wakes to the voice of an angry  
sea,  
And his own foot-steps in the heavy  
sand.

—Courtesy The Cornhill Company.



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rubber where the leg  
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side of the boat.

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traps ashore—a special  
“lap seam” where the  
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forced inside and out  
to give double strength  
where the top is folded  
down.

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the sole joins the upper  
and where water usually  
seeps in first,—a project-  
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that really protects.

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AGAIN

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Test:	12	18	24	30	36	42	48	54 pounds
Size:	30	36	42	48	54	60	72	
Test:	60	72	84	96	108	120	144	pounds

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When Wet*

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Cortland, N. Y.

# ATLANTIC FISHERMAN

The Only Publication Devoted Exclusively to the  
Fishing Interests of the Atlantic Seaboard

Vol. III.

BOSTON, MASS., JULY, 1922

No. 6

## The Unhappy Fate of the Puritan

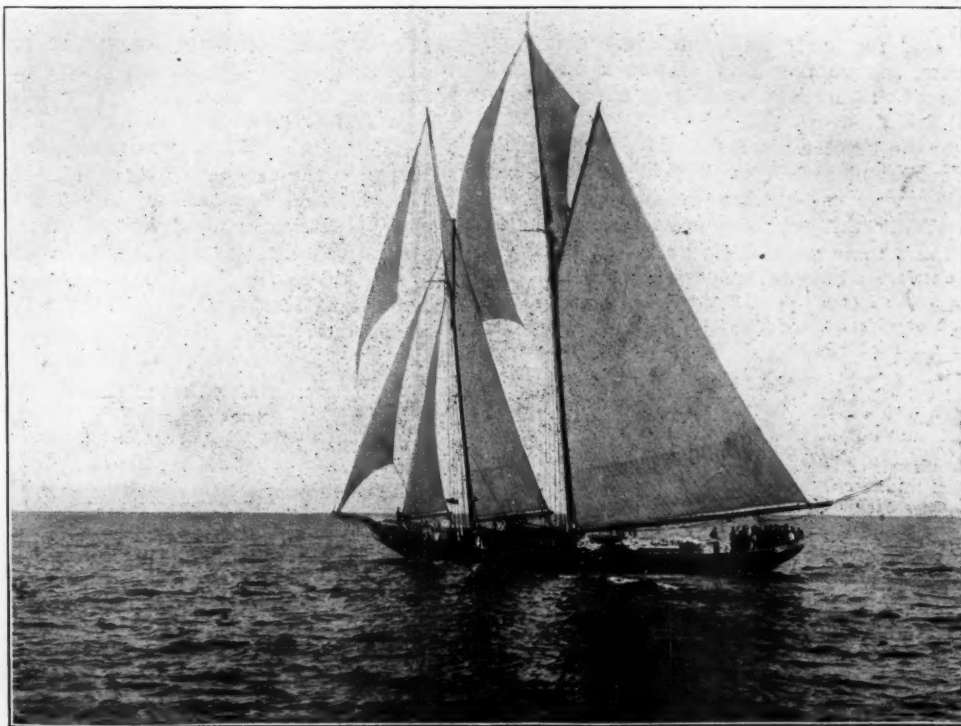
**T**HERE has long been considerable controversy as to what section of the North Atlantic is justly entitled to the doubtful honor of being called the graveyard of the Atlantic. Argument among seafaring men usually narrows down the field to Sable Island and Cape Cod. Actual figures show the Cape well in the lead—due, probably, to the greater amount of shipping down that way. But for treachery—for relentlessness—for downright deadliness Sable Island stands alone.

Ask the good folks of Gloucester. In a period of a little more than a year two of their noblest

vessels have laid their bones on the Sable Island sands—Esperanto, queen of the fleets by conquest; and Puritan, built to redeem the prestige of the port as the home of fleet fishermen.

Sailing proudly out of Gloucester Harbor on June 17, the Puritan headed East a-halibuting. Spic and span, trimmed to a hair, with a bone in her teeth, she presented a picture of speed, power and staunchness sweet to the eyes of the old salts who gathered to wish her Godspeed.

Nine days later the following cryptic dispatch came out of the East: "Struck Northwest Bar,



THE ILL-FATED PURITAN ROUNDING EASTERN POINT ON HER LAST TRIP.

Sable Island, about 7.30 p. m., 23rd. Lowered mainsail thinking schooner would get off. Found schooner hard and fast. Left ship in dory. Saw one dory capsize in breakers. Uncertain whether men were taken in by missing dories. Was upset myself and washed back on board vessel. Finally got away in another dory, rowing to eastward. Was in dory all night, landing at daylight on north side of island. Possibilities of finding missing men not very good. Believe schooner will go to pieces, having struck in a position where there is no protection from wind or sea." The message was signed off by Jeff Thomas of the Puritan.

Such messages are not unusual to the people of Gloucester. Yet it is doubtful whether any despatch has ever cast such a heavy gloom over these good folks.

Later, the assurance of the safety of all but one of the missing fishermen relieved a tense situation; but the loss of a man and the destruction of the schooner upon which so many had pinned their hopes of victory in the fishermen's races left the community with a poignant feeling of depression.

Yes, Gloucester folks get their full measure of thrills — almost everything in the way of drama that the old North Atlantic offers.

This latest tragedy is best told by an eye-witness. Edward Surrette, one of the crew, who describes the grim drama in the following words:

"We left Gloucester Saturday the 17th at half past four in the afternoon and arrived at Booth Bay around eleven o'clock at night for ice and bait. Weather prevented us from getting away until Wednesday, when we sailed for the Banks. There was a thick fog and head winds all that day. Actually we saw nothing until we struck the North West Bar of Sable Island at 7:30 p. m. on Friday the 23rd.

"After the Puritan grounded, Hatcher, the cook, Allen Young and myself made for the deck, but the breakers were so high that we had to take to the rigging. After this sea had passed we descended and with the rest of the crew we found ourselves in water up to our waist. The schooner then had taken a heavy list to the windward.

"We took a grip of the dories and put them over.

"I myself got into the third dory along with two others and started into the breakers. A heavy sea swept another dory past us and filled her up to the gunwales, but they bailed her out all right. There was another we saw just at that time on the top of a breaker and she capsized. This was the one with Doucette, Meuse and Johnson. Doucette made back to the schooner. Danny Meuse got hold of the plug in the bottom of the dory, but the other poor fellow, Johnson, was trying to clamber over the side when a sea threw him back. We could see him being swept away, crying for help, but he was in the breaker and out of reach. He sank and was drowned.

"We started to load and got together four dories. We waited a while, but the fellows on board didn't come so we thought they must have been drowned.

Some of the dories were overloaded so we sorted out four, four, four and three, and headed for Canso.

"We hoisted a sail and were able to make a little headway up to midnight, but the wind died away entirely. Some of the dories had two oars, some three and others were broken. With parts of the thwarts we made oars and kept shifts all night and all next day.

"We were mighty hungry and the last of the water was just gone when the weather cleared in the afternoon. The fog lifted just long enough for us to sight a vessel bearing down towards us.

"The Coral Spray was headed for home from the Banks and those aboard at first took us to be shore fishermen. But when they got a close-up they saw we were in distress."

### SCHOONER ELIZABETH HOWARD MAY RACE

#### Ben Pine and Marion Cooney Take Over Fast Knock-Abouts

WORD comes from Gloucester that Captain Ben Pine and M. J. Cooney have taken over and fitted out the 142-ton knock-about schooner Elizabeth Howard, one of two fast fishermen owned by W. W. Howard of New York. They will send her away on a salt banking trip as early as possible in the hope that the schooner will be permitted to enter the fishermen's races in the fall.

The Elizabeth Howard, it will be remembered, was offered to the Mayflower owners last year to be used as a trial horse against the Boston vessel. She is said to have done 16 knots. The entry of a vessel of such alleged speed would be a distinct accession to the races.

The Howard was built by Adams at Boothbay Harbor, Me., four or five years ago, her model being a modification of the old Oriole. She is 138 feet over all, 25 feet beam, 11.2 feet depth of hold and about 14 feet draft.

Altogether, from a sporting standpoint, the project is a highly commendable one. Both Captain Pine and Marion Cooney are deserving of warm praise to undertake such a venture right on the heels of the Puritan disaster which hit them both pretty severely.

### CANADIAN FISH TO CHICAGO

THAT Chicago depends largely upon Canada for its supply of fresh and frozen fish is proved by the fact that during the year ended July 31, 1921, a total of 526 carloads was received from that country as against 272 from the United States. This striking change in the source of supply has been brought about within a few years past. . . . On the face of things it looks as if Chicago's fish trade would suffer if the fresh article were made dutiable.



# A Swordfishing Trip

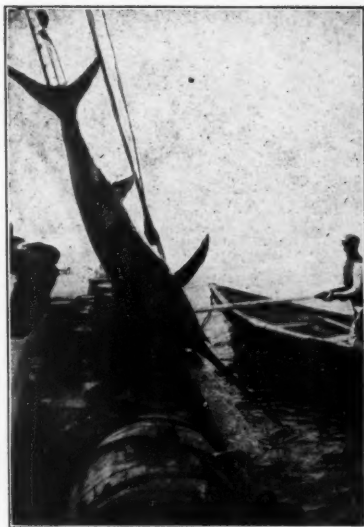
By DR. W. G. NEWELL

AS a boy my vacations were spent at a Cape Cod village. Naturally my chief interest was a boat. First a dory, then as the years went by, a cat increasing in size until I had a 30-footer, large enough to cruise in. But we seldom stayed out over night. Yet in all these years I had dreamed of a long cruise—a deep water cruise—a cruise that would give me an actual taste of real, red-blooded sea life.

Perhaps you can understand my joy when I found myself aboard the auxiliary schooner *Liberty*, Captain Claude Wagner, heading for the Georges, swordfishing.

The *Liberty* is a regular swordfisherman sailing from Boston, and operating from south of Nantucket Shoals to the northern end of Georges from the middle of June to September, following the migrations of the fish. She is equipped with a powerful oil engine which enables her to make more trips, to market her fares quicker and to manoeuvre more flexibly into the strategic position for the kill.

Now, I do not presume to rate myself as very much of a seaman; and so in this account of my sea trip, if I



HAULING HIM OVER THE SIDE

Naturally everything interested me. Perhaps the salt sea air had something to do with the selection of the cook and his operations as the first objects of my attention. First I learned that this most important member functions only when the vessel is under way. As we left at one o'clock in the afternoon, luncheon was not served until four—three hours of watchful waiting. The next day I was all at sea, with breakfasts at six, dinner at ten and a supper at three! The prospects of nothing to eat from three in the afternoon to six the next morning began to look like a serious drawback to a fisherman's vocation, until one of the crew tipped me off to the procedure known as "mugging up," which is nothing more nor less than hanging around a cupboard the greater part of our leisure taking aboard grub. Yes, the cook is indeed a busy man.

After a thirty hours' run we reached the Banks, which to me looked not unlike the rest of the ocean. Fortunately it was a hazy afternoon, which I learned is the best for swordfishing.

Now, the crew of a fishing schooner, like any other successful organization, is made up of individual units each with its specific duties. The fine team work of this outfit greatly impressed me. At a word from the skipper the men take their positions—four men in the masts, one in the pulpit, and the captain at the masthead. From these vantage points they cover the immediate waters each one anxious to be the first to sight a swordfish, whether

it be on the surface of the water or as far below as 20 feet.

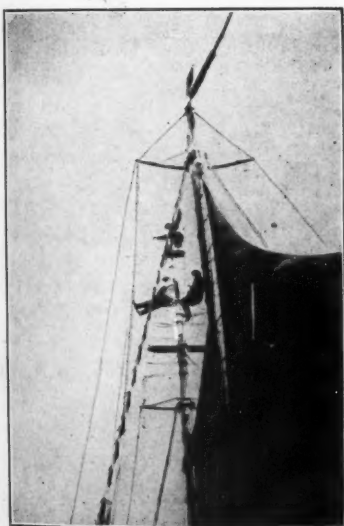
The pulpit, by the way, is a small iron frame situated at the end of an extra long bowsprit. This frame is filled with a network of rope, against which a man may lean or sit in comparative safety while operating a spear with his two hands. The man in the pulpit does the spearing.

Another man steers the vessel, attending also the engine. The eighth man is the cook, who comes out of the galley to care for the lines and darts. Comes the command "port" or "starboard" and we know a fish has been sighted, which is the beginning of an exciting period. Every man is on the qui vive. Commands come thick and fast to the man at the wheel. Upon the celerity with which he executes the commands depends the success of the kill, for the fish may at all times be out of his sight.

When the spear man is directly over the fish he launches his dart. No, they never miss. Their accuracy is wonderful. For instance, our man had 67 fish to his credit on the one trip, totalling 17,000 pounds, without a miss.

But spearing the fish is one thing—and landing him is quite another. As soon as one is speared a man takes a dory and follows the fish, which fights like mad to rid himself of the spear. Yes, swordfish are gamblers to the core and are capable of putting

(Continued on page 10).



LOOKOUTS IN THE MASTS

fall into a lubberly vein, I trust you fishermen will make allowances. My purpose is to set down the impressions of an amateur in the hope that you will find in them something of interest written in a spirit of friendship and goodfellowship for all who follow the the sea.



SPEARING FROM THE PULPIT—  
NOTE FIN OF SWORDFISH





# Who's Who Among the Skippers

By Captain Charlton L. Smith

## A Hound for Haddock



CAPTAIN ELROY PRYOR

**T**HE writer has traveled "a few" during his long and somewhat varied career. He has seen many queer cities and has visited towns in the far corners of this mundane sphere; but he has yet to find a trade center that, for its size, is more cosmopolitan than Gloucester, Mass., U. S. A.

Race hatred obtains most everywhere. If there is any of it at Cape Ann's ancient fish city it is not apparent. There, it seems, a man is weighed and measured by what he has done. "The laurels are gathered in all men's view" and the few remaining skippers of old American stock are just as brotherly with the Nova Scotian, Cape Bretoner, Newfoundlander, Scandinavian or Portuguese as they are with one another of the same strain of blood.

Captain Elroy Pryor is one of the best known, best respected and most successful of the old Yankee skippers who sail out of Gloucester town.

This tall, spare, neat, clean-shaven, elderly seaman—just turned a trifle gray—resembles one who has followed a business career in which he has done well. The resemblance does not belie the facts. For this master of vessels and men—although a courteous and sociable gentleman on shore—becomes "strictly business" when Eastern Point is reached, outward bound.

A hound for haddock is Captain Elroy. Hardly an unnecessary word from him at sea. His mind, his whole being, is at these times for fish. Small wonder that amongst haddockers and sometimes with the seiners he has been high line.

Born down in Maine, 58 years ago, Captain Pryor early took to enticing fish from the sea. In all his long life voyage he has never lost a vessel and has commanded some of the grandest craft in the Gloucester fleet. His first command was the schooner Rube L. Nickerson, followed in order by the Pioneer, Susie Hooper, H. V. Griffin, Edith M. Pryor, Kentucky, Effie M. Pryor, steamer Thelma, schooners Joffre and Kineo.

An expert mariner and in his hours of relaxation a charming gentleman to meet is Captain Elroy Pryor of Gloucester, Mass.

## DISCUSS CHANGES IN DEED OF GIFT

**F**OR the purpose of clearing up any misunderstanding with respect to the regulations governing the International Fishermen's Races, representatives of the Canadian and of the American committees met at Portland, Me., July 21.

W. J. Roue and T. F. McManus were requested to draw up a new displacement rule that would prevent the building of freak vessels.

The Deed of Gift was gone over point by point and several important changes were proposed, including the following:

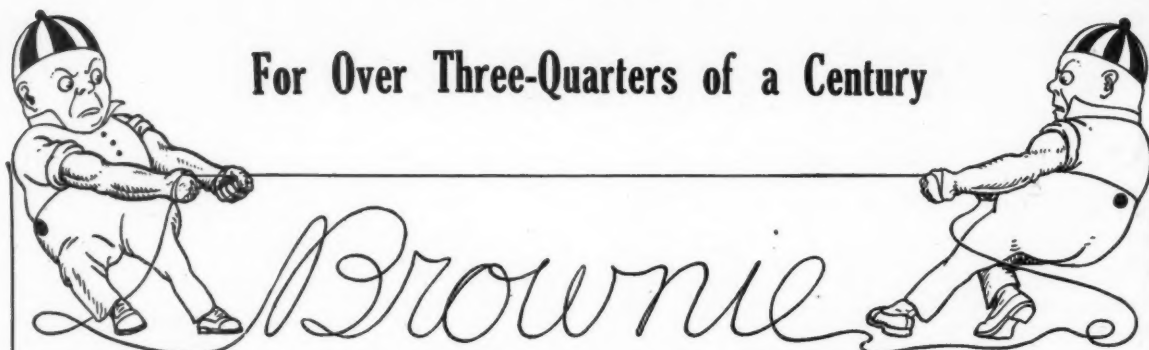
- 1—Date of international race off Gloucester, to be sailed between October 15 and 25.
- 2—Crew not to exceed 30 men, exclusive of one observer on each vessel.
- 3—Members of respective crews must be actively and actually engaged in fishing for a livelihood.
- 4—Auxiliary vessels eligible if propeller is detached and engine sealed.

5—If any change is made by the trustees in the matter of overall and waterline measurements, it is recommended that the present ones be shortened to 140 and 110 feet, respectively. This does not affect vessels already constructed.

6—The suggestion was unanimously adopted that W. J. Roue of Halifax, N. S., and Designer T. F. McManus of Dorchester, Mass., be asked to work out and submit for consideration a displacement rule, to prevent in the future, the building of extreme types of vessels, and to prevent the international fishermen's race developing into a mere sporting event.

7—An important change was made in rule 12, whereby it was decided to make the time limit of the race seven instead of nine hours.

8—Prize money to be divided—\$3,000 to the winner and \$2,000 to the loser. Formerly this was \$4,000 and \$1,000.



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## LOBSTER NOTES

### THE SITUATION

**S**UPPLIES of lobsters have been plentiful this month, the third week of July seeing a substantial overstock with a consequent falling price. A few more shipments will wind up the Canadian supply for the season.

Buzzards Bay and vicinity is rapidly becoming the chief lobster grounds. The fishermen are living up to the nine-inch law, and the natural supply is increasing. As an instance of the fishing conditions in that territory, the case of Lewis Ramas may be cited. July 10 he brought in 750 pounds of lobsters; on the 14th, 921 pounds; and on the 16th, 600 pounds.

Maine lobsters started to shed late this season. August ought to see an abundant supply of hard-shelled fish from these waters.

Prices have held pretty close to 30 cents during the month. In Connecticut the price dropped to 25 cents about the middle of July, and later, at Buzzards Bay, to 20 and 22 cents. Maine prices dropped from 32 cents to 25 cents for good hard shell and to 20 cents for new shell. A further drop, possibly to 18 cents, is looked for shortly. August promises good supplies from the New England coast with a fair price.

Fisheries Overseer Smith, of Port Hood, brought a lobster fisherman of Nabou before a justice of the peace on a charge of landing berried lobsters. The man was fined \$100 and costs.

It is estimated that lobster dealers along the Maine coast lost from \$10,000 to \$20,000 in lobsters drowned during the big storm which prevailed throughout Maine during the last two weeks of June. These lobsters were held in pounds, holding from 2000 to 15,000 each. The pounds for the most part are located in small arms of the sea running inshore. The heavy rain filled the pounds with fresh water, literally drowning the lobsters.

Herbert L. Grinnell of Bath, Me., a former representative to the Maine State legislature, has openly defied the Maine Sea & Shore Fisheries Commission with respect to the state law prohibiting lobster fishing by those who were not in the business for a livelihood. He was flatly refused a license to fish for lobsters, but he has put out traps. So far the Commission has not attempted to prevent his fishing.

The lobster fishery season to the eastward of Halifax closed June 26. Antigonish and Pictou fishermen strongly urged an extension of the season owing to the late start made due to the presence of ice in shore. The fishery department refused to grant the extension, the catch in this vicinity having been good. Also prices were good, some of the canners paying \$11 per hundredweight the latter part of the season.

Word comes from Newfoundland that the St. Mary's Bay lobster fishery is the best this season in years. The packers have all done well, the lobsters running largely to good medium size. Lobstering has been prosecuted there since early in May and will continue till the middle of next month. The codfishery has little this year to induce the men to withdraw from lobstering, so most of them will put in the entire season with their traps. Very few cases of this season's pack have been shipped thus far.

### A SWORDFISHING TRIP

(Continued from Page 7).

up a vicious battle. They do not hesitate to attack a boat, and often put their sword through it. Seldom a season goes by without several casualties among the swordfishermen. A line from the spear to the dory always keeps the captor in touch with his quarry. The drowning process takes from one to two hours.

For a time, I was somewhat of a nuisance, for I was repeatedly sighing "swords" which proved to be worthless sharks—getting my shipmates on edge for nothing. After several explanations I finally got it into my head that the swordfish's fin, which shows above the water, is pointed while that of the shark is round. Another point of identification is the tail and fin—always working when attached to a shark.

(To Be Continued).

## SOUTHERN NEW JERSEY GILL NET FISHERMEN DISSATISFIED

By EDGAR P. STITES, Jr.

GILL net fishermen who have been fishing in the Delaware Bay from Maurice River Cove to the mouth of the Delaware Bay at Cape May Point are very much dissatisfied with the new New Jersey fish laws that make it unlawful for fishermen to fish a seine that is more than fifty fathoms long and that has a mesh less than three and one-half inches. It is also unlawful to fish a seine from the shore, whether from a boat or not, that is more than fifty fathoms long and has a mesh less than 3½ inches.

There are probably about three or four hundred boats that have been fishing in the Delaware Bay this season, from Maurice River Cove to Cape May Point. About one hundred and fifty of these boats hail out of Angelsea, Wildwood, Stone Harbor and even as far up the coast as Sea Isle City on the Atlantic coast. The fishermen use Seabright skiffs with "kickers." Some have sails, but only about one-tenth of them are so equipped.

It is also unlawful to fish more than one net at a time from any boat. This spring the New Jersey Fish and Game Warden's steamer, New Jersey, has been lying in the mouth of Dennis Creek, twenty miles north of the mouth of the Delaware Bay. With the New Jersey are four fast motor boats and Deputy Fish Wardens in each of the craft. These boats are patrolling the bay both day and night and out of luck indeed are the crews of fishermen caught with a net more than fifty fathoms long, or that has a mesh less than three and one-half inches. The offenders are fined one hundred dollars and their nets are confiscated by the fish wardens.

The fishermen complain that the fish that can be caught in the nets are only the larger ones that are not as marketable as the smaller ones known as "pan size." They say that the fish go through the large mesh like water through a sieve. There were over two hundred boats in the bay one day recently and not a barrel of fish was caught by the entire fleet.

The fishermen claim that the anglers—who are responsible for the passing of the law—have made a mistake, and that the gill netters have been made the goats. They are convinced that the ones to blame for the indiscriminate slaughter of fish are the purse netters, the pound fishermen operating off Sea Isle City and Wildwood, and the Menhaden steamers, the latter often fishing their nets within a stone's throw of the beach.

During the war, much to the delight of the anglers, the steamers were all in the service of "Uncle Sam" and there was a very noticeable increase of fish along the Southern New Jersey coast.

The gill netters are going to send a big delegation to Trenton, New Jersey, next winter when the law makers convene, to try and have the law repealed. They say that they have Senator Bright of Cape May County and Assemblyman Kay both on their side. But woe betide these gentlemen if they are not, when they come up for re-election, as the fishermen are fast losing their livelihood.

Cape Cod mackerel fishermen that use the Cape May harbor will be glad to know that a steamer service from Cape May to New York and Philadelphia is now in effect with tri-weekly service. The steamers Maple and City of Seattle are now on the run. The City of Seattle is a seventeen-knot ship and is being well patronized both by the fishermen for their shipments and by the tourist travel from both Philadelphia and New York.

### \$100,000 FOR CAPE MAY HARBOR

AN additional \$50,000 appropriation for repairing jetties and dredging the inlet of Cape May Harbor has recently passed Congress. This makes a total sum of \$100,000 available, which is considered sufficient to put the waterway in perfect condition.

Rumors that the Halschaw Steamship Co. will withdraw their New York-

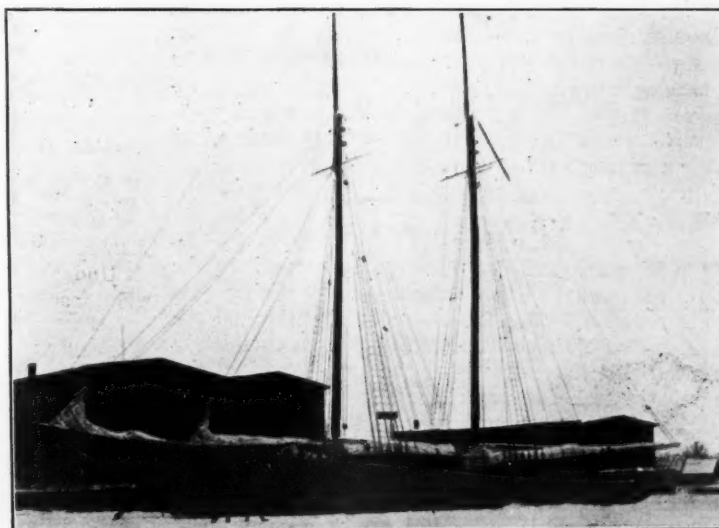
Philadelphia-Cape May line are unfounded. On the contrary, the company has put on an advertising campaign and has announced that it will continue its line throughout the summer.

### SWORDFISH SPAWN

A SWORDFISH spawn weighing 15 pounds was removed from one of the eight swordfish landed at New Bedford June 25, by the sloop Mary C., Captain Joseph Mello. This is the first spawn of this fish ever seen here by A. F. Childs, president of the New Bedford Fish Company, who has been in the fish business for 45 years. David C. Ryder, foreman at the New Bedford Fish Company pier, said it is the first spawn that he has ever seen in an experience in the business of over 25 years, during which time he has cut into thousands of swordfish. It has always been more or less of a mystery as to where swordfish spawn, and the fact that spawn has never been found in a fish landed here had led to various speculations as to where the female fish laid her eggs.

### HIGHER MACKEREL TARIFF

Senator Lodge offered an amendment in the Senate recently to increase the proposed tariff duty on mackerel from one cent as provided in the House bill to two cents a pound. Gloucester fishermen, he said, need this additional protection if their industry is to survive against competition from Nova Scotia.



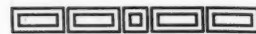
THE MAHONE BAY BUILT SCHOONER PATARA

This smart looking craft should give a good account of herself in next fall's series of fishermen's races. Like Mayflower, she has a stern of the "sawed off" type. Otherwise she is similar to Bluenose. Her dimensions are as follows: Length over all, 145 feet; beam, 27.3 feet; depth, 11 feet.

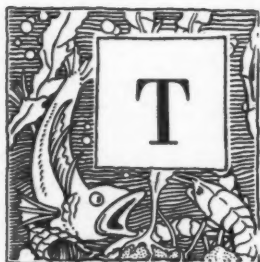




## AS WE SEE IT



### A REGRETABLE OMISSION



THE recent meeting of representatives of the Canadian and American international fishermen's race committee did much to clear up whatever misunderstanding there had been with regard to a proper interpretation of the Deed of Gift governing the races. The feature point of the meeting was the recognition of the need of a specific regulation governing the qualifications of a contender. The Deed of Gift was rather hazy on this point, leaving the judgment of an acceptable candidate to the opinion of individuals. Such a condition was bound to lead to a controversy—the Mayflower case, for instance.

W. J. Roue of Halifax, designer of the Bluenose, and T. F. McManus of Dorchester, Mass., who drew the lines of the Henry Ford, have been requested to work out a displacement rule to prevent the building of extreme types—a highly commendable undertaking.

There is little question but that these gentlemen are well qualified for the work assigned them. But, why is not W. Starling Burgess on this board? Surely, a man of his ability could lend much valuable aid in the drawing up of such an instrument. Surely, the designer of the Mayflower is deserving of the same courtesy as that extended the designers of other prominent contenders. Can it be that Mr. Burgess is the victim of a prejudice? Has he been too closely identified with the Mayflower to receive proper consideration as an authority—to receive the ordinary courtesies such as tendered to others in his line?

### ON RIGHT TRACK

THE story that has been going around to the effect that money spent in advertising was responsible for the financial situation of the Gorton-Pew Fisheries Company has been completely refuted by the advertising agency handling the publicity work for the Gloucester firm.

According to the statement of this agency \$150,000 in advertising was spent—not nearly enough to account for the involved condition of the fish company. From that amount \$500,000 of ready-to-fry codfish cakes were sold the first year. The profits on these sales more than offset the advertising cost. To this may be added the value of the market that has been created for this line of goods—far greater than the total sales of the first year. It is obvious that the Gorton-Pew

people were on the right track with their ready-to-fry products. The blame will have to be laid to some other factor in the business.

In this instance the soundness of the policy of spending money for the creation of a market for fishery products has been demonstrated incontestably. Any good fishery product put up so as to give the inland people its natural flavor is capable of big things.

Apparently the reason most fish manufacturers do not advertise is because they have found out by one or two very brief experiments that when they spent \$100 for advertising on Saturday it was not back in the office in the form of added business on Monday.

### TIME TO CALL HALT

CAPTAIN Snellen says that a wet June means a foggy summer—an observation that has been running true to form this year, if we may judge from the number of “lost” dories reported outside on the Banks.

Lost dories! What a travesty on the progress of modern civilization! Yet each year seems to see an increasing number of such cases.

The recent announcement of the development of a radio “direction finder” especially adapted for use aboard dories leaves little excuse for repetition of this most frequent of sea catastrophe.

The device is inexpensive, folds out of the way and requires practically no knowledge of radio to operate it.

No, “lost in the fog” has no legitimate place in our modern news dispatches.

### GET A DECISION FIRST

WE note that the International Fishermen's Race Committee of Canada still reserves the right to accept or reject any vessel that the American committee may select to represent the United States in the fishermen's contest.

Under such conditions he is a wise vessel owner who insists that the Canadian committee pass judgment on his vessel before he goes to the expense of fitting his schooner for the races.

### TEACH HIM A LESSON

THAT master of a British schooner who refused to pick up a fisherman who had been three days at sea in a dory should be attacked with publicity sufficient to make it unprofitable for his company to keep him. We trust that the fisherman will soon see fit to reveal the name of the steamer which passed him by.

# DRIFTWOOD

## CLAM CATCHES DUCK

**P**ROBABLY most people regard a clam as a very defenseless creature and ordinarily it is, but there are exceptions to all rules. As an instance of this Mr. A. F. Doane states that a few days ago while he was making a trip on the Inland Waterway canal he saw a clam in the act of killing a duck. It seems that a fishing duck had dived down to the bottom and finding a clam with its shell open stuck his bill into the shell which promptly snapped and held the duck's bill in a vise like grip. The bird was able to rise to the surface but could not fly as the clam was a big one, so heavy in fact that it kept the duck's head under water a good part of the time. Mr. Russell Smith who was near where the tragedy occurred saw the duck making desperate efforts to get out of the water and rowed to the spot. He had no difficulty in catching the bird and after doing so showed it clam and all to Mr. Doane and others. If indicted for killing ducks out of season the clam would probably plead self defense.—Beaufort News.

## JUNKED SHIPS WILL NET CENT ON DOLLAR

The United States Government will be lucky if it realizes more than a cent on the dollar on the cost of the 450,000 tons of war vessels doomed to be scrapped in accordance with the terms of the naval treaty.

Twenty-six vessels, totalling approximately 450,000 tons, are to be broken up completely within eighteen months from the time the last of the signatory Powers to the treaty have deposited ratifications in Washington. The tonnage represents a cost to the Government of approximately \$330,000,000, and on the basis of current prices for junk it would have only a net value of \$2,250,000.

## HIBERNATING FISHES

Cold weather has a marked effect on some of the fresh water fish at the aquarium of the New York Zoological society. When the temperature of the fresh water flowing through the tanks of the aquarium falls below 40 degrees, certain fish become very sluggish. The young yellow perch lie quietly at the bottom of the tank, as evenly spaced as if put there by their keeper, and take little food. A low temperature

affects young black bass in quite a different way. They stay poised some, where above the bottom, but crowded close together. Fifty or more will often gather in a compact mass, all facing in the same direction. The aquarium has several tanks of young black bass, all groups of which show the same curious habit.

## NEW DEPTH FINDER

**T**HE navy department announced recently that its experiments on a new type of depth finder had proved satisfactory. The apparatus, which is known as the Sonic range finder, has been tried with success on the destroyer Stewart. The finder determines the depth of water by measuring the length of time it takes for sound oscillations to travel from the ship to the ocean bottom and back to the ship again.

Dispatches from the Stewart show that soundings were taken at regular intervals on a trip from Newport to Gibraltar in depths from 90 to 250 fathoms. The new method permits obtaining the accurate depth without stopping the ship, while the old method required stops of from one to two hours.

## BIG SWORDFISH DAY

Fishing vessels, arriving July 10 at South Boston, brought 1295 large swordfish, the largest number ever brought to Boston in a single day.

In South African waters swims a fish, something like a toad, and rejoicing in the name of billy-blow-up. This is derived from its practice of puffing itself out when caught. Another of its peculiarities is that of being poisonous.

There is \$50,000,000 in gold in the sea for every inhabitant of the globe, says John Hays Hammond, famous mining engineer. But unfortunately, no commercially successful method of extracting it has been invented thus far. Water dredged from the great depths of the Atlantic contains four grains of gold to a ton of water. An estimated total amount of gold in the oceans of the world thus runs into thousands of millions of tons.

## FISH THAT LIVE OUT OF WATER

**T**HERE are some fish that flourish out of water, strange as this may seem. In India many streams which are roaring torrents become in summer dry beds of sand. And what do you suppose the fish do then? They walk across the country until they find water!

Travelers in India have encountered them, moving slowly like an army of ants. They are five or six inches long, and move in an upright position by working their fins back and forth. Every few feet they stumble down, and then they toss about until they gain their upright position again. Their fins are used for feet, and the tail is dragged along for steering. Upon the drying up of streams these fish deliberately leave the fast evaporating water, and impelled by some wonderful instinct crawl overland to pools where water is more abundant, and they will be comfortable.

These migrations are often over long distances, and are followed by flocks of birds which prey upon the fish. Sometimes the fish will climb trees. The little creatures breathe air directly.—Junior World.

## WORLD'S GREATEST LINER

**T**HE world's largest liner, the White Star Majestic, will be a fashionable city on the sea, with all the comforts and accoutrements of modern civilization.

Reduced to plain facts and figures they will include: 77,000 towels, 13,000 pillowcases, 8,000 bed-covers, 11,000 sheets, 15,000 blankets, 8,000 tumblers, 1,600 water jugs, 7,000 wine glasses, 3,000 cruets, 16,000 cups, 6,000 quilts, 5,500 aprons, 45,000 serviettes, 10,000 tablecloths, 13,000 saucers, 30,000 plates, 10,000 cooking dishes, 10,000 knives and forks, 2,400 tea and coffee pots. Altogether there will be 190,000 pieces of linen, 29,000 pieces of glassware, and 50,000 pieces of electroplate and cutlery.

To supply the larder of this new transatlantic liner on each of its trips will require 150,000 pounds of meat, 120,000 pounds of potatoes, 56,000 pounds of fish, 70,000 pounds of flour, 16,000 pounds of sugar, 80,000 eggs, 6,000 pounds of coffee and tea, 10,000 pounds of butter, and 5,000 gallons of milk.

# The Modus Vivendi --- VIII.

By M. H. Nickerson

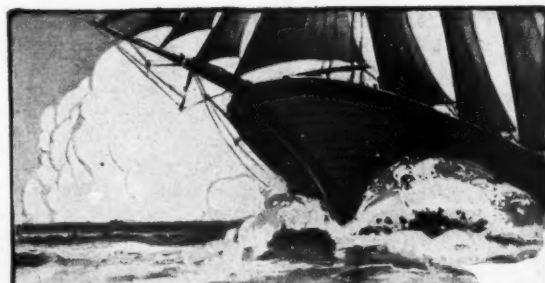
**M**EANWHILE motor power had come into use, and several of the American fish boats were already auxiliary craft,—something the modus vivendi had not contemplated; and the question was raised whether they should be admitted to the license privilege under any conditions. While the point was being considered, the late Captain Sol Jacobs managed to obtain a license at Hawkesbury, by some misrepresentation to the customs, it is said, and an adverse decision was handed down at once. Unalterable as the laws of the Medes and Persians the fiat went forth: No motor boat need apply! . . . I did not criticize that action, though I could not see the reason for such a discrimination. But I still besieged the portals of the executive arguing and pleading for the free admission of craft propelled by sails. The powers could not be moved, though the great war had broken out, the provinces were plunged into and the United States was working up preparedness.

I had recourse to distinguished publicists and political leaders in the United States. It was not difficult to get their attention to a matter which apparently they had not thought very much about until then. Senator Lodge wrote me in the course of an appreciative reply: "I have your letter of the 24th, and I am in entire sympathy with your desire to secure further fishery concessions from the Canadian government," etc. The late Colonel Gardiner, then in Congress, took a rather singular view of the situation. I had written him asking co-operation or moral support, and stating that some fictitious objections had to be overcome. He pointed to the fact that the landing privilege was freely allowed in British Columbia, and it had switched the fishing activities from Seattle to Vancouver. It would be equally detrimental to Boston and Gloucester if their boats fished in Yarmouth, Shelburne and Halifax. Senator Lodge, it appears, had not the Pacific freedom in mind at the time he wrote the above, and he afterwards retracted, giving the same reasons for change of opinion as those of Colonel Gardiner. In the course of correspondence the latter wrote me: "I am in receipt of your letter of May 12. I assume those who are opposing your movement are doing so on account of the disastrous results in Seattle. Whether the situation in the Pacific is similar to that in the Atlantic, of course, I do not know. You probably realize that no modus vivendi existed in the Pacific to alter the Atlantic modus vivendi, legislation is

needed. No order-in-council can accomplish it."

Now let us test the worth of that last sentence. In June, 1917, the Ottawa government suddenly reversed its policy with respect to American fish boats driven by power, and let in two steam trawlers from the Boston Fish Pier to take up quarters in Digby and Canso for the purpose of supplying those ports with fish! The Canadian deputy minister assured me on enquiry that it was a contract legalized by order-in-council, and that the foreign boats for the time being had the same status as Canadian vessels, their landing not being subject to duty, nor the territorial waters closed! But he said it was stipulated in the contract that not a single fare of the Bay State boats should be landed in the United States! I was literally amazed; but as one bar had been let down, I felt certain the whole fence would soon be swept away. The warfare was now bearing on both countries. They had a common cause of tremendous import in view, and as yet they would act neighborly in fishing matters only where big corporations were concerned. Through the kindness of Congressman Tague I obtained a statement from the trade adviser at Washington that the United States government knew nothing whatever of the steam-trawler deal with the Montreal fish merchants.

(To be continued.)



**STRATFORD OAKUM**  
*stands the strain!*

The pitch and throw of a vessel plowing through a heavy cross sea, the pounding and straining proves her staunchness.

Seams caulked with Stratford Oakum stand the strain. For generations Stratford Oakum has been used by the world's leading ship yards.

**GEO. STRATFORD OAKUM CO.,**  
Jersey City, New Jersey

**WM. H. CHAMBERLAIN**

**Power Dories, Sailing and Rowing Dories  
Launches, Skiffs and Tenders**

14 ORNE ST.

MARBLEHEAD, MASS.





#### FIGHT HALTS TRAWLER'S TRIP

**F**OLLOWING a furious fight the evening of June 23 in the cook's galley on the fishing trawler Foam, eight miles off Boston light, the East Boston police went to the Bay State Fishing Company's pier, to which the craft had returned, and arrested James Swim, the ship's cook, charged with assault and battery with a stove poker on Jeremiah Fagan, also a member of the crew. Fagan was treated at the East Boston Relief Hospital for cuts on the head.

According to the story told the police, Fagan went to the craft's galley while under the influence of liquor, and when Swim entered became abusive and began throwing dishes at him. Finally, Swim says, he seized a poker and struck Fagan over the head.

The captain fearing that the crew would take sides in the fight and that serious trouble might follow, turned the trawler, which was starting on a trip to the banks, and returned to Boston. After calling the police, the captain obtained two new members for his crew and sailed.

#### ACCIDENT TO VIKING

There was a peculiar accident in which the schooner Viking, Captain John Sater, was involved at New York recently, as a result of which the Viking is laid up in New Bedford for repairs. The Viking was tied up at the dock in New York and the schooner Gleaner, Captain Louis Doucette, of Edgartown, was coming into the dock. The engine clutch on the Gleaner failed to work, with the result that the Gleaner came in under considerable speed, with the probability that she would crash into the pier.

As Captain Doucette came within hailing distance he asked for a hitch on the stern bit of the Viking to check his speed, and Captain Sater accommodated with the hitch. The rope strained until it was taut and the strain became so great that the bit was pulled through the deck, breaking a deck timber and ripping up part of the deck. The speed of the Gleaner was checked, however, and the damage was confined to the Viking.

## "WOLVERINE"

The Motor With the Bore and Stroke

Buy a "WOLVERINE" Engine

and

Use **KEROSENE** for  
Fuel

Get Catalog No. 135

**WOLVERINE MOTOR WORKS**

23 Union Avenue

Bridgeport, Conn., U. S. A.

#### FORD LANDS FIRST FARE

Schooner Henry Ford, Captain Clayton Morrissey, landed her first fare at North Sydney, C. B., on June 20. She had 2000 pounds of halibut.

#### FIRST SWORDFISH TRIPS

The first swordfish trip of the season was landed at Boston June 21. Schooner Hazel Jackson brought in the fish receiving 31 cents per pound. The total stock was \$4340, the crew sharing \$346 each.

On June 23 schooners Richard J. Nu-

**STOP!**  
**GASOLINE and OIL**

**G. FRANK TUTHILL**  
Greenport, Long Island

nan and Eleanor landed a total of 136 swordfish at the South Boston Pier, receiving 28 cents per pound.

# "TANGLEFIN" GILL NETTING

MANUFACTURED FROM

Linen, Cotton and Genuine Sea Island Cotton Twines

## NATIONAL NET AND TWINE CO.

EAST HADDAM, CONN.

"Factory to Fishery, One Price to All"

### Valentine's Machine Shop

Established Over Thirty Years

FAIRHAVEN, MASS.

#### ENGINE REPAIRING

(Steam and Gasoline)

### Ship Your Salt Fish to IRVING USEN COMPANY

197 NORTHERN AVE.  
BOSTON FISH PIER

Highest Prices Paid for Consignments

### Attention Fishermen

## ICE

Our Own Pack, Furnished Crushed or Uncrushed.

If convenient, write or telephone quantity and date wanted. Also

### GAS, OIL, BARRELS

And Other Supplies

*All Prices Reasonable*

Can pack your fish and ship promptly by truck or train to New York

*Prompt and Satisfactory Service Guaranteed*

Get in touch with us

### S. Z. Chesebro Fishing & Trading

Town Dock Co. Noank, Conn.  
Telephone Mystic 544

### D. N. KELLEY

FAIRHAVEN, MASS.

#### MARINE RAILWAY

We cater to Fishermen up to 100 tons on all kinds of marine work

Large Storage Facilities

Best Equipped Yard in Southern Massachusetts

Established 1877

### DAVID W. SIMPSON SHIP BROKER

We Buy or Sell  
Vessels of All Descriptions

244 ATLANTIC AVE., BOSTON, MASS

# HENDERSON & JOHNSON

FOR BOTTOMS  
OF  
RACING YACHTS.



TO PREVENT  
ALL  
MARINE GROWTH.

GREEN IN COLOR

## GLOUCESTER YACHT COPPER PAINT

**DIRECTIONS FOR USE**

This paint must be thoroughly stirred while applying as in this way you will have an even per cent of copper over the whole bottom.  
Add nothing to this paint as it is prepared ready for use

THIS PAINT IS NOTED FOR ITS SMOOTHNESS.

Manufactory & Office - GLOUCESTER, MASS. U.S.A

### LONE SKIPPER SAVES TWO

THE crew of the Canadian revenue cutter Grib recently witnessed a thrilling rescue at sea. While cruising off Glace Bay the Grib noticed a fishing smack riding at anchor in the heavy seas. It later developed that only the captain was aboard the smack at the time. The other two members of the crew were in a dory fishing some distance away, when suddenly a squall came up upsetting the dory and throwing the two men, neither of whom could swim, into the sea. One of them clambered up on the dory and the other linked his arm through a net buoy. The captain of the smack started his auxiliary engine and headed past the dory picking off the man who was on top of it. He then circled and in passing the second time picked up the other man. In view of the fact that he was alone and that the first man he rescued was practically unconscious this was indeed a nifty and heroic feat. A boat was launched by the Grib and with a lot of difficulty reached the smack.

Headquarters for  
**GOLD MEDAL  
COTTON NETTING**

and

**A. N. & T. CO.'S  
LINEN GILL NETTING**

**BURNHAM'S  
COD LINES**

**EVERYTHING  
FOR FISHERMEN**

**Pounds, Seines, Traps,  
and all other appliances  
fitted complete in any  
style required.**



THE  
**LINEN  
THREAD  
COMPANY**

**NEW YORK  
BOSTON  
GLOUCESTER  
BALTIMORE  
CHICAGO  
and  
SAN FRANCISCO**

# WANT DR. MARCEY AS PORT PHYSICIAN

For some years past the Eastern boats that follow mackerel—both seiners and netters—who have been in the habit of making Cape May a shipping point, had a very valuable friend in Dr. M. D. Marcey. He was at the call

of all fishermen both day and night, who needed the services of a physician, and has never yet been known to accept a penny. This year there has been an exceptionally large fleet of vessels making Cape May their headquarters, owing to the new wharf and excellent facilities for shipping. Dr. Marcey has been known to attend four fishermen a day without accepting any compensation.

There are three petitions in circulation asking the government to appoint Dr. Marcey a Port Physician under the Public Health Department, as Cay May will from year to year become the large shipping point for the Eastern mackerel fleet. It is sincerely hoped that this petition will be signed by every fisherman in the East.—A. S. TELLER.

"OVER 400 MILES WITHOUT A SKIP"

## KNOX MOTORS VALVE-IN-HEAD

### RECOMMENDATION No. 9

Gentlemen:

I am enclosing a snap shot of our boat in semi-finished condition. This is the boat in which we installed two of your 16 H. P. Model "G" Motors. We run the boat over four hundred miles without a miss or skip. The first run was 18½ hours on three-fourths throttle. We consider this an exceedingly good record for new motors and we are very much pleased with it.

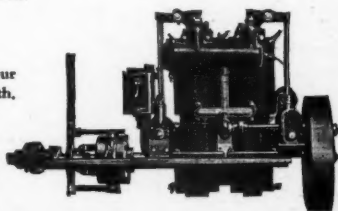
Yours respectfully,

(Signed) JOHN McISAAC.

Glouce Bay, Nova Scotia,  
June 3, 1922.

Another will appear in our  
advertisement next month.

KNOX Model "G"  
Four Cycle Type



**We build Lobster, Scallop and Cargo Hoists.  
Commercial boats up to 100 feet over all.**

Our Catalogue Will Give You Full Details.

**CAMDEN ANCHOR-ROCKLAND MACHINE CO.**

CAMDEN, MAINE, U. S. A.

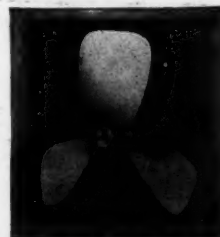
"Don't carry an oil drinker"  
says Cap'n Allswell



An oil-drinker is a roughly-cast poorly pitched piece of metal that's tryin' to pass for a propeller, but only succeeds in makin' your engine eat gas and oil and holds back the power.

## COLUMBIAN Bronze PROPELLERS

are light, bronze, perfectly cast, and scientifically pitched to a correct angle that will ease up the strain on your motor and give you more power per gas mile.



Send for  
Columbian Book

**THE COLUMBIAN BRONZE CORP.**

234 North Main St., Freeport, Long Island, N. Y.

New York City Sales Only: 44 Third Ave.



WHERE  
TO  
BUY AND SELL

# MAINE PORTS

OUTFITTERS  
AND  
REPAIRERS

## Orr & Jennings MACHINISTS

Engine Repairing

Marine Steam Engine Builders

Steam Engines for Sale

311 Fore Street, Portland, Me.

## SAILS

BOAT COVERS

Awnings, Tents, Flags, Etc.

Prompt Service—Right Prices

LEAVITT & PARRIS

3-7 Commercial Wharf, PORTLAND, ME.

Tarring and  
Hanging

Catechuing and  
Repairing

## PORTLAND NET & TWINE CO.

C. A. FRANCIS, Manager

Manufacturers and Dealers in

Seines, Nets, Traps and Weir Twine,

CORKS, LEADS AND SECOND-HAND NETTING

End of Widgery's Wharf, Portland, Maine

## Thorndike & Hix Lobster Co.

LARGEST LOBSTER DEALERS

also

Scallops and Finnan Haddies

Boston, Mass. Rockland, Me.

## C. W. Jensen MARINE MOTORS

General Repairing  
Gasoline and Oil

12 COMMERCIAL WHARF

PORTLAND, ME.

## Portland Sail Making Co.

SAILS and COVERS

Awnings and Tents. All Kinds of Canvas

Goods

Waterproofing a Specialty

44 Portland Pier, Portland, Me.

Albert E. Waite, Mgr.

Tel. 3986

WHERE  
TO  
BUY AND SELL

# NANTUCKET AND THE CAPE

OUTFITTERS  
AND  
REPAIRERS

## OLD SOUTH WHARF

Nantucket, Mass.

Plenty of Water and FREE BERTHS  
SUPPLIES FOR BOATS and AUTOS

GASOLINE and OILS  
WATER, ROPE, ICE

FREE NET LOFTS AND  
CLUBROOM FOR FISHERMEN

TELEPHONE NANTUCKET 10

ISLAND SERVICE CO.

## H. C. STUDLEY'S FISH PACKING CO.

NANTUCKET, MASS.

Island Service Wharf

Service Guaranteed and Prices Reasonable

Open Day and Night

Consignments Solicited

## Elmer F. Pease

Dealer in

Marine Hardware, Paints,  
Cordage, Etc.

Main Street, Nantucket, Mass.

## S. Sklaroff & Sons

Smoked Fish  
Establishment

Cold Storage and Freezing

Importers and Wholesale Dealers  
SCOTCH AND HOLLAND  
HERRING

Established 1892

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Provincetown, Mass.

## FIGHTS THRASHER SHARK

Peter Johanson, of Cape May, fishing off Northeast lightship recently, had a battle with a thrasher shark that measured seven feet nine inches from nose to tail. Johanson fought two hours before he landed the shark alongside of his dory.

Thrasher sharks are natives of the Gulf of Mexico and are rarely seen in Northern waters. The shark goes in among a shoal of fish and with his long razor-like tail thrashes around killing fish which he eats at leisure.

## MARTHA'S VINEYARD NOTES

Captain John Salvatore, the Sea Bird, came in June 24 with two swordfish and a few lobsters.

The Mildred, Captain Elroy Wiloughby, was in June 25 with three.

The Defiance, Captain Frank Prada, was reported off Nomansland June 28 with three fish.

Captain Levi Jackson came in with some lobsters June 28. He says the schools are just beginning to arrive.

The Three Links, Captain St. Clair Brown, landed three swords at Woods Hole, and the Emilia D., Captain Angus

## SHIP TO SAMUEL CAHOON

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Lohnes, took eleven to the same port June 26.

Captain Bob Jackson took 83 into Boston. Most of them were small.

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## NOTES FROM WILDWOOD, N. J.

By JOHN ERICKSON.

**M**ACKEREL fishing in this vicinity closed the middle of June, the local fleet returning to port. Altogether it proved a poor season, the high boat stocking only \$285. Fishing was pursued as far as Block Island. Much damage was sustained to the fishermen's nets by sharks, which were very numerous this year.

Blue fishing has been reported fairly good in Delaware Bay, some boats clearing as high as \$600 in the period of a month. Hand lining for sea bass and blue fish is pretty good. The large seiners are taking good quantities of pogies but prices are very poor.

The beam trawlers were doing well with fluke for a while, but the fish disappeared suddenly and completely.

There are about 150 fishing boats hailing from Wildwood all engaged in different kinds of fishing. Wildwood has docks 2000 feet long and can accommodate anything up to six or seven feet draft. Shipping facilities are excellent. Supplies of all kinds may be had at this port.

## CATCHES BIG DRUM FISH

Don Graham, salesman for Whitman Company, went to Stone Harbor recently and returned to Wildwood with a big red drum which he landed from the surf. The fish weighed 65 pounds.

## Portland and Vicinity

By C. A. FRANCIS

**J**UNE 16. Two more Gloucester seiners here from Cape Shore with mackerel; schooner Mary T. Fallon with 18,000 pounds, sold to Central Wharf Cold Storage and schooner Veda McKown 30,000 pounds, sold to Willard-Daggett Co.

The herring seem to have left the vicinity of the light ship, where they are usually plentiful at this time of year, and the fleet have all sailed east where there are fish schooling off Boothbay Harbor, 600 barrels being landed at the Boothbay Harbor Cold Storage on June 14th and quite a body of fish is reported off there.

June 18. Schooner Oreltha Spinney arrived today from Grand Banks with

40,000 pounds of halibut, 12,000 pounds of salt cod and 10,000 pounds of fresh cod. Also steamer Lois H. Corkum, Cape Shore, with 65 barrels of salt mackerel and 21,000 pounds of fresh, shipped to Boston from Liverpool.

June 26. The herring fishing to date has been a failure and from the present outlook there does not seem to be any possibility of very much of a catch this season, as the fleet were out Friday and Saturday and report no fish schooling with the exceptions of about 85 barrels caught at Monhegan.

Three trips of halibut arrived today: Schooner Rex, Captain Andrew Decker, 10,000 pounds of halibut, 35,000 pounds of salt cod and 10,000 pounds of fresh fish; schooner Marechal Foch, Captain Dan McDonald, 12,000 pounds halibut, 3,000 pounds salt cod and 16,000 pounds of fresh; schooner Republic, Captain Peter Dunskey, 18,000 pounds halibut, 9,000 pounds salt cod. All the skip-pers report bad weather and fish scarce.

The swordfishing fleet are beginning to get home from their first trip to Georges Bank. The schooner Eleanor, Captain Tom Brigham, had 60 fish which were sold in Boston for 27 cents per pound, the crew sharing \$154 per

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man. Schooner Lochinvar, Captain Charles York, had 73 fish and schooner Stranger, Captain Frank Doughty, had 60 fish. Both vessels landed their trips in Boston.

June 27. Schooner Alice M. Doughty arrived from Boston having disposed of her trip of 106 swordfish, each of the crew sharing \$349.50, vessel's stock \$4,396.

Schooner Catherine, Captain Archie McLeod, arrived with 25,000 pounds of halibut and sold to the Willard-Daggett Co.

Two more Portland vessels are in Boston with swordfish—schooner Sunapee, Captain Ed Smith, with 97 fish,

and schooner Albert D. Willard, Captain Clarence Turner, with 70 fish.

Several barrels of porgies were caught by the traps and landed at Central Wharf Cold Storage.

June 28. Schooner Pilot, another local sword fisherman, Captain Fred Bickford, landed 90 fish in Boston, crew sharing \$197 each.

Schooner Sunapee shared \$212 per man and schooner Stranger \$147 per man on their recent swordfishing trips.

Mackerel are scarce, the traps catching a few each day and selling for 15 cents per pound.

July 1. The outlook now is that the herring fishing is a decided failure

this season, no fish being caught for some time and the season about over. The usual catch on the Maine coast of large herring is about 50,000 barrels and this year it is not over 5000 barrels.

Steamer Novelty was here yesterday with 200 barrels of porgies, which were taken into the Central Wharf Cold Storage.

The traps along the shore are catching a few mackerel and salmon, one trap at Mackerel Cove, owned by Elroy Johnson, having 6000 pounds yesterday.

July 2. Several trips of porgies were landed at Central Wharf Cold Storage today. Steamer Novelty, 82 barrels; schooner Portia, 200 barrels; sloop Defender, 171 barrels, and small lots from small boats.

Schooner Albert Black shared \$240 to a man on her recent swordfish trip. All the local sword fishermen have sailed on their second trip.

The small gill netters are making very good catches of large cod.

The heavy rains of last week caused the loss of carred lobsters by the dealers and fishermen, the fresh water getting into the cars and killing them.



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